

Rezoning Application: PD 25-1245
Zoning Hearing Master Date: December 15, 2025
BOCC CPA Meeting Date: February 12, 2026



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Raghava Mummaneni & Sridevi Parvathaneni

FLU Category: AR and A (Existing) Pending CPA 25-24 for LI (Partial)

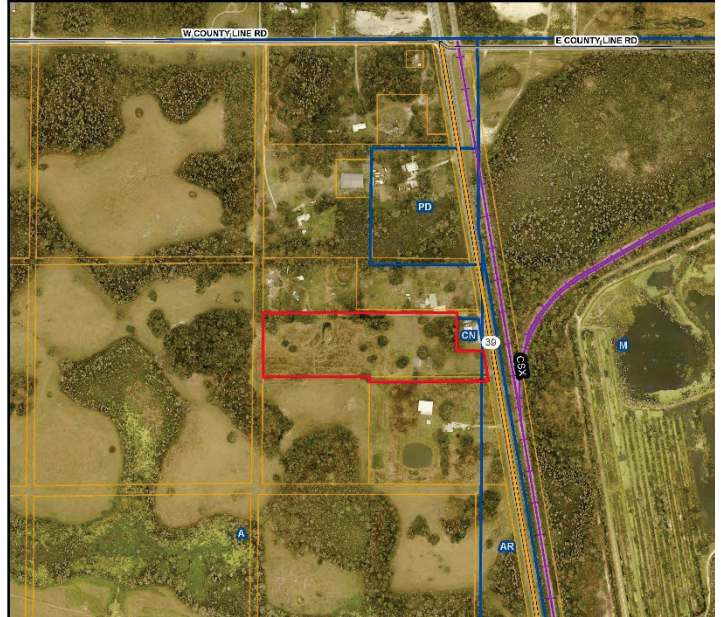
Service Area: Rural

Site Acreage: 9.59 AC +/-

Community Plan Area: None

Overlay: None

Request: Rezoning to Planned Development



Request Summary:

The existing zoning is A (Agricultural) and AR (Agricultural Rural) which permits agricultural and single family residential uses pursuant to the development standards in the table below. The proposed zoning for Planned Development (site plan controlled district) to allow open storage and a stormwater and passive agricultural uses pursuant to the development standards in the table below and site plan depicted in 2.4 of the report. This application is a companion to Comprehensive Plan Amendment (CPA) 25—24 requesting a FLU change to LI for a portion of the site.

Zoning:	Existing		Proposed
District(s)	AR	A	PD 25-1245
Typical General Use(s)	Single-Family Residential/Agricultural	Single-Family Residential/Agricultural	Pocket A: Open storage Pocket B: Stormwater, Passive Agricultural
Acreage	0.01 AC	9.48 AC	9.59 AC
Density/Intensity	1 unit per 5 acres	1 unit per 10 acres	0.0061 FAR
Mathematical Maximum*	0 DU	0 DU	2,561 sf GFA

*number represents a pre-development approximation

Development Standards:	Existing		Proposed
District(s)	AR	A	PD 25-1245
Lot Size / Lot Width	5 AC / 150'	10 AC/ 150'	Per site plan

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Case Reviewer: Tania C Chapela

Setbacks/Buffering and Screening	50' Front 50' Rear 25' Sides	50' Front 50' Rear 25' Sides	Pocket A: 40' North, 50' east, 40 feet south, 50' west. 40' buffer, type C screening with 8' PVC or wood fence along all PD boundaries. 30' Scenic Corridor to be left in natural state. Pocket B: 15' North, 50' East, 15' South , 50' West.
Height	50'	50'	25'

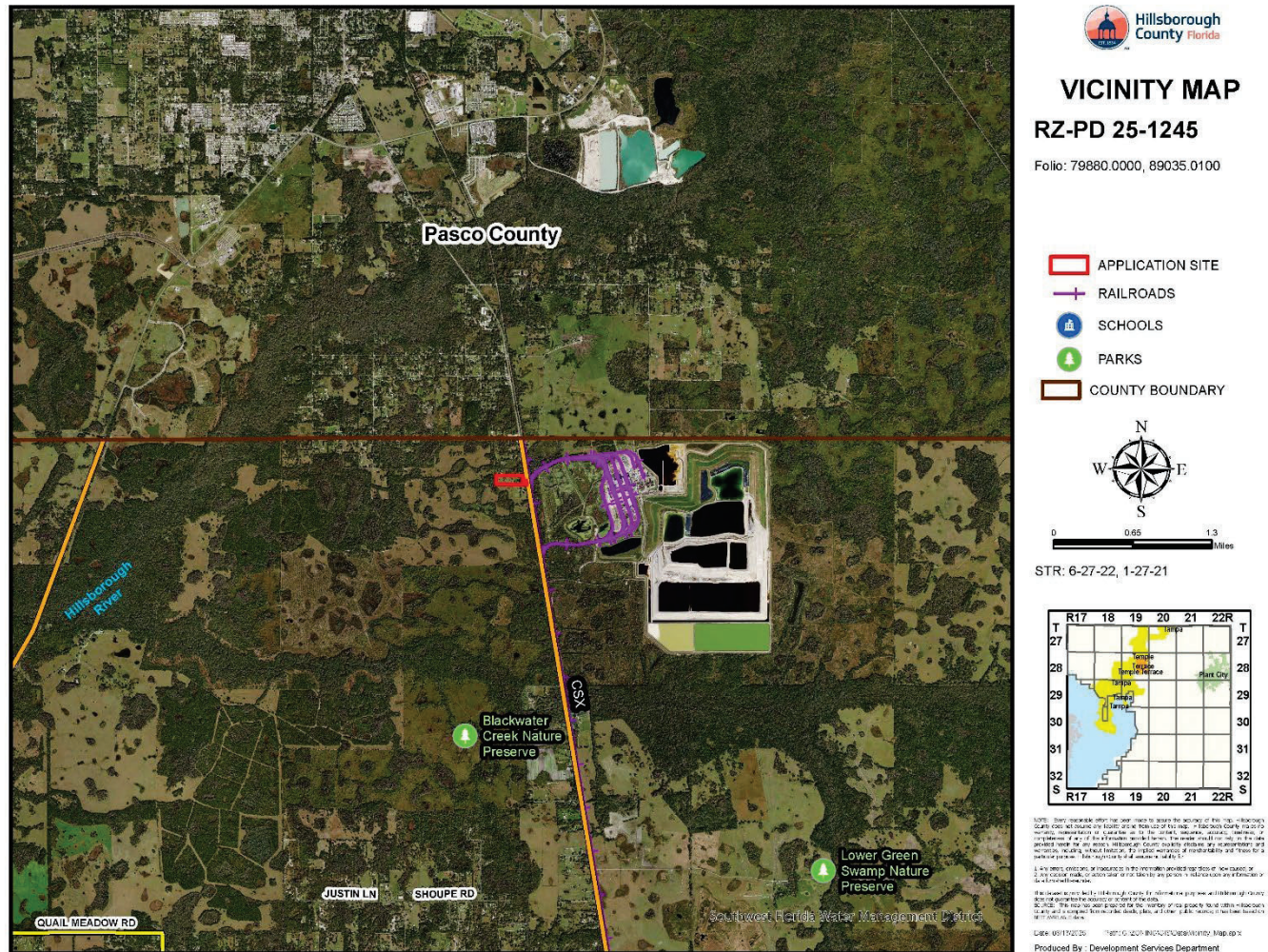
Additional Information:

PD Variation(s)	LDC Part 6.06.00 (Landscaping/Buffering)
Waiver(s) to the Land Development Code	None requested as part of this application

Planning Commission Recommendation: Consistent	Development Services Recommendation: Approvable, subject to proposed conditions
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

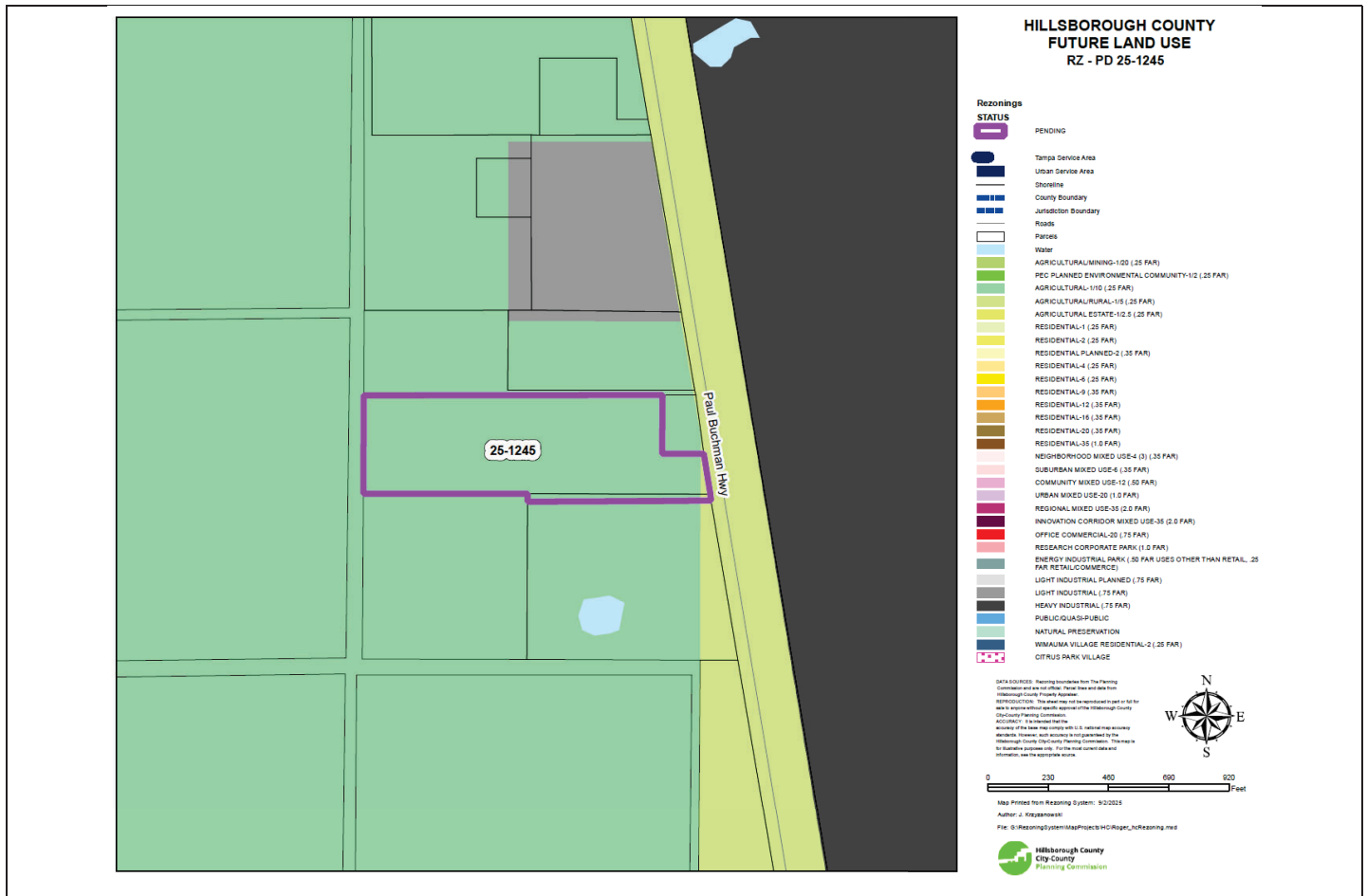


Context of Surrounding Area:

The parcel is located along Paul S Buchman Hwy, a principal arterial highway, with manufacturing zoning to the east along the Paul S Buchman frontage. The agriculturally zoned parcels to the north and one to the south are developed with residential. A property to the northeast is zoned CN and developed with an eating establishment.

2.0 LAND USE MAP SET AND SUMMARY DATA

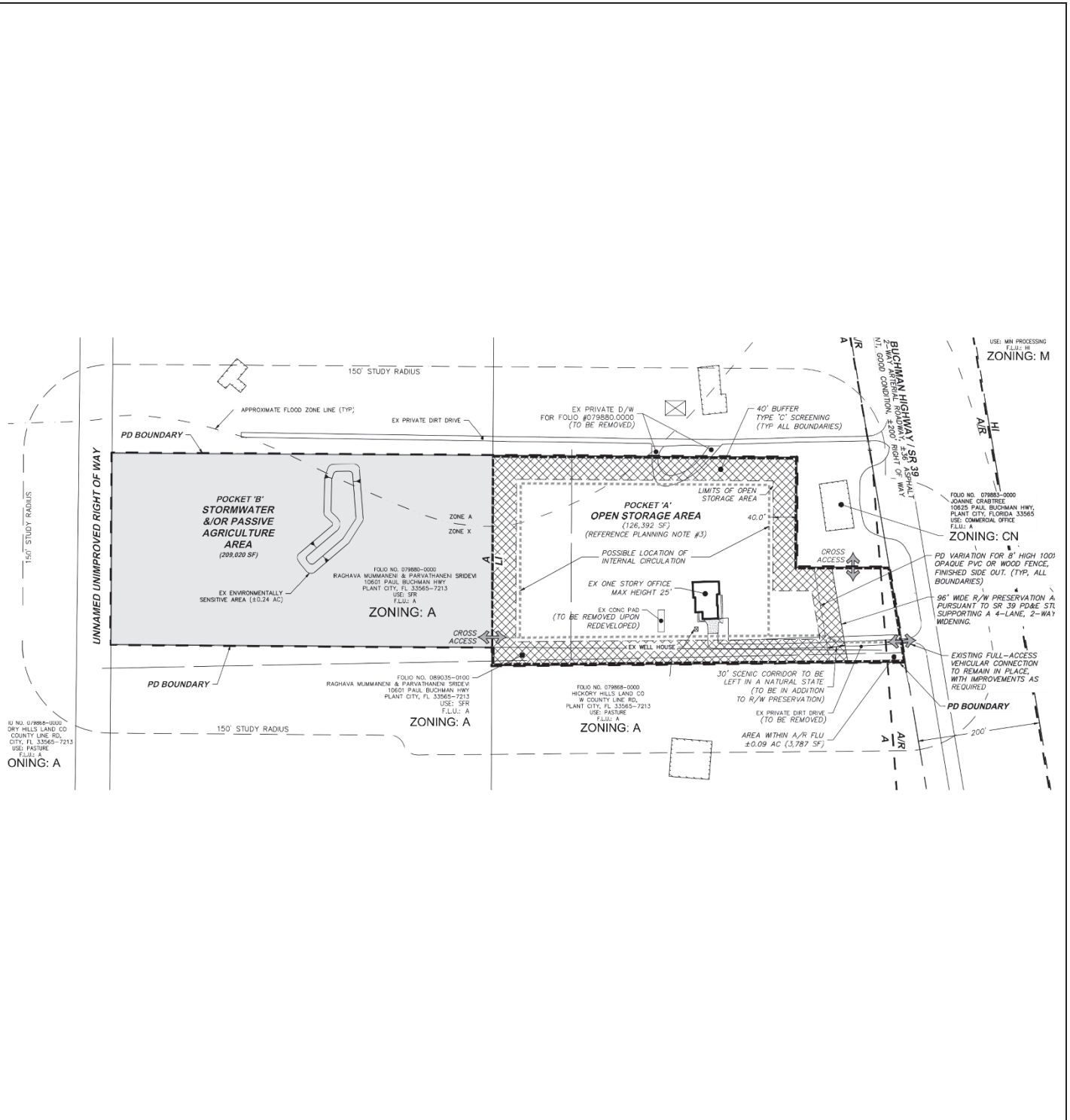
2.2 Future Land Use Map



Subject Site Future Land Use Category:	A-1/10: Agricultural/ Mining (Existing) AR-1/5: Agricultural/ Rural – 1/5 AR-1/5 (Existing) LI: Light Industrial (Proposed Partial)
Maximum Density/F.A.R.:	A-1/10: 1 DU/10 AC /0.25 FAR (Existing) AR-1/5: 1 DU/5 AC / 0.25 FAR (Existing) LI: 0.75 FAR (Proposed Partial)
Typical Uses:	A-1/10 and AR-1/5 (Existing): Farms, ranches, feed lots, residential, neighborhood commercial, offices, industrial uses related to agricultural uses and mining related activities. LI (Proposed Partial): Agricultural, processing, manufacturing and assembly of materials including food products, storage, furniture or apparel manufacturing, packaging plants, wholesaling, storage of non hazardous materials, warehouse/ showrooms with retail sales (occupy no more than 20% of the principal use floor area), offices, research/corporate parks as the predominant and subordinate uses or services such as hotels, motels, restaurants, retail establishments and recreational facilities.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



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3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9.0 OF STAFF REPORT)**Adjoining Roadways (check if applicable)**

Road Name	Classification	Current Conditions	Select Future Improvements
SR 39/Paul Buckman Hwy.	FDOT Arterial - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	10	1	1
Proposed	200	14	24
Difference (+/-)	+190	+13	+23

Connectivity and Cross Access

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	Vehicular	Meets LDC
South		None	None	Meets LDC
East	x	Vehicular & Pedestrian	None	Meets LDC
West		None	None	Meets LDC

Notes:

Design Exception/Administrative Variance

Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.

Notes:

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY			
Environmental:	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environmental Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <div style="display: flex; justify-content: space-between;"> <div> <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input checked="" type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area </div> <div> <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other: </div> </div>			
Public Facilities:	Objections	Conditions Requested	Additional Information/Comments
Transportation <input type="checkbox"/> Design Exception/Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Utilities Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input checked="" type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees Warehouse (Per 1,000 s.f.) Mobility: \$1,992 * 208.652 = \$415,634.78 Fire: \$34 * 208.652 = \$7,094.17			
Comprehensive Plan:	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed uses are limited to open storage and passive agricultural uses. The proposed FAR is significantly under the Maximum FAR allowable in the LI Comprehensive Plan category. The site is directly across from a large property zoned M (Manufacturing) and an active railroad, both of which already entail a high-intensity context along the frontage. Approximately 0.07 miles to the north, PD 17-0936 is approved for a commercial truck dispatch office with the open storage of commercial trucks.

Staff finds the proposed 8-foot-high opaque vinyl or wood fence in lieu of the required 6-foot-high wall supportable. The nearest homes, while within the broader area to the north, are -provided with an enhanced buffer. Open storage uses are limited to Pocket A only. Additionally, commercial is already developed within the area to the east/northeast of the site.

Given the above, staff finds the proposed modification to be compatible with the surrounding properties and in keeping the general development pattern of the area.

5.2 Recommendation

Staff recommends approval of the applicant's request, subject to approval of CPA 25-24 and the conditions below.

Requirements for Certification:

1. Site plan to reflect proposed uses as stated in Condition 1.
2. Remove note eighteen (18) under "Planning Notes" which prohibits the required cross-access between the subject site and adjacent parcels that is properly displayed on the PD site plan.
3. Site plan to remove "PD Variation #1."

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted October 9, 2025.

1. The project shall be limited to Open Storage, as defined in the Land Development Code, with an associated office within Pocket A; and stormwater pond and passive agriculture in Pocket B. No vehicle recycling shall be permitted.
2. The site shall be developed in accordance the following development standards:

Pocket A:

Minimum front yard (east) setback: 50 feet*

Minimum side yard (north and south) setback: 40 feet

Minimum rear yard (west) setback: 50 feet

Maximum building height: 25 feet

*as measured from the right-of-way preservation line

Pocket B:

Minimum front yard (east) setback: 50 feet

Minimum side yard (north and south) setback: 15 feet

Minimum rear yard (west) setback: 50 feet

Maximum building height: 25 feet

3. Buffer and screening in Pocket A shall be provided as follows:
A 40 foot wide buffer with Type C screening shall be provided along all Pocket A boundaries. An 8 foot high solid vinyl or wooden fence shall be permitted in place of a 6 foot high masonry wall. In addition, there shall be a 30-foot wide scenic corridor provided, which shall be left in a natural state.
4. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
5. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
6. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on

all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).

7. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
8. Natural Resources staff identified a number of significant trees on the site including potential Grand Oaks. The site plan may be modified from the Certified Site Plan to avoid tree removal. This statement should be identified as a condition of the rezoning.
9. Any interim agricultural operations shall not result in the destruction of trees or the natural plant community vegetation on the property. Any application to conduct land alteration activities on the property must be submitted to the Natural Resources Team of the Development Services Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited.
10. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
11. The construction and location of any proposed environmental impacts are not approved by this correspondence, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
12. The subject site shall be permitted and limited to one (1) full access connection onto SR 39/Paul Buckman Hwy. subject to FDOT approval.
13. The developer shall facilitate a temporary cross-access stub-out with the adjacent parcel to the north under Folio No. 79883.0000.
14. All construction ingress and egress shall be limited to the SR 39/Paul Buckman Hwy. project access. The developer shall include a note in each site/construction plan submittal which indicates same.
15. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.
16. As SR 39/Paul Buckman Hwy. is shown on the Hillsborough County Corridor Preservation Plan as a future 4-lane roadway, the developer shall preserve up to 96 feet of right-of-way along its SR 39/Paul Buckman Hwy frontage for future improvements, such that a minimum of 196 feet for right-of-way- is preserved west of the existing SR 39/CSX combined right-of-way centerline. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line.
17. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

18. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:

J. Brian Grady

SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are being waived or otherwise approved. The project will be required to comply with the Site Development Plan Review approval process in addition to obtain all necessary building permits for on-site structures.

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

PD Variation Request:

The applicant requests to utilize an 8-foot high solid wood or vinyl fence in lieu of the required 6-foot high masonry wall, as part of the required Type C Screening. No other portions of the Type C screening requirements, or buffer width, are proposed. Per the applicant's responses, portions of the site contain significant vegetation, which provides natural screening. Buffer widths are also proposed to be increased from the required 30 feet to 40 feet to provide an overall enhanced buffering/screening treatment. The proposed use will not permit manufacturing or other intense uses.

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 12/08/2025

REVIEWER: Sarah Rose, Senior Planner

AGENCY/DEPT: Transportation

PLANNING AREA: East Rural

PETITION NO: RZ 25-1245

-
- | | |
|-------------------------------------|---|
| <input type="checkbox"/> | This agency has no comments. |
| <input type="checkbox"/> | This agency has no objection. |
| <input checked="" type="checkbox"/> | This agency has no objection, subject to the listed or attached conditions. |
| <input type="checkbox"/> | This agency objects for the reasons set forth below. |
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CONDITIONS OF APPROVAL

1. The subject site shall be permitted and limited to one (1) full access connection onto SR 39/Paul Buckman Hwy. subject to FDOT approval.
2. The developer shall facilitate a temporary cross-access stub-out with the adjacent parcel to the north under Folio No. 79883.0000.
3. All construction ingress and egress shall be limited to the SR 39/Paul Buckman Hwy. project access. The developer shall include a note in each site/construction plan submittal which indicates same.
4. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.
5. As SR 39/Paul Buckman Hwy. is shown on the Hillsborough County Corridor Preservation Plan as a future 4-lane roadway, the developer shall preserve up to 96 feet of right-of-way along its SR 39/Paul Buckman Hwy frontage for future improvements, such that a minimum of 196 feet for right-of-way- is preserved west of the existing SR 39/CSX combined right-of-way centerline. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line.

PRIOR TO CERTIFICATION, the applicant will be required to amend the PD site plan to:

- Remove note eighteen (18) under “Planning Notes” which prohibits the required cross-access between the subject site and adjacent parcels that is properly displayed on the PD site plan.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone 2 parcels totaling +/- 10.97 acres from Agriculture (A) and Agricultural Rural (AR) to Planned Development (PD). The proposed Planned Development is seeking approval for a 126,392sqft area for storage of recreational vehicles and a 2,561sqft office. The site is located on the west side of SR 39/Paul Buckman Hwy. +/- 1,840sqft south of the intersection of E County Line Rd. The Future Land Use designation of the site is Agricultural Rural (AR). A companion comprehensive plan amendment has been filed requesting a change in the future land use designation to Light Industrial (LI).

Trip Generation Analysis

In accordance with the Development Review Procedures Manual (DRPM), the developer submitted a transportation generation letter for the proposed project, indicating that the subject project will generate fewer than 50 peak hour trips. Staff have prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer’s Trip Generation Manual, 12th Edition.

Approved Zoning:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
A, Single Family Detached (ITE Code 210) 1 Unit	10	1	1
AR, Single Family Detached (ITE Code 210) 0 Units	0	0	0
Total	10	1	1

Proposed Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, Open Storage (ITE Code 151) 126,392sqft	163	10	18
PD, Small Office (ITE Code 712) 2,561sqft	37	4	6

Total	200	14	24
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Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	+190	+13	+23

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site has frontage on SR 39/Paul Buckman Hwy., a 2-lane, undivided, FDOT maintained, rural arterial roadway. The roadway is characterized by +/- 12-foot-wide travel lanes. There are +/- 4-foot-wide paved shoulders and no sidewalks on either side of the roadway within the vicinity of the proposed project. The roadway lies within a +/- 211-foot-wide right-of-way.

Pursuant to the Hillsborough County Corridor Preservation Plan, SR 39/Paul Buckman Hwy. is designated for a future four lane improvement. The appropriate right-of-way width to be preserved in order to accommodate this future expansion was identified by county staff in accordance with FDOT PD&E study WPI Segment Nos. 255099 1 & 256289 1 and confirmed by FDOT staff in a pre-application meeting with the applicant which took place on October 7th, 2025.

SITE ACCESS

The subject site currently takes access onto SR 39/Paul Buckman Hwy via a single full access connection which is proposed to remain. In addition to the project's primary access, a temporary cross-access connection will be facilitated with the adjacent parcel to the north under Folio No. 79883.0000 which will remain until the construction of the future roadway expansion of SR 39/Paul Buckman Hwy.

As SR 39/Paul Buckman Hwy. is an FDOT maintained roadway, the applicant attended a pre-application meeting on October 7th, 2025, with county and FDOT staff to discuss the project's access. As a result of this meeting FDOT staff have filed written comments into the record.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for SR 39/Paul Buckman Hwy. is reported below

FDOT Generalized Level of Service
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Roadway	From	To	LOS Standard	Peak Hr. Directional LOS
SR 39/Paul Buckman Hwy.	Sam Allen Rd.	Pasco County	D	D

Source: [2024 Hillsborough County Level of Service \(LOS\) Report](#)

Transportation Comment Sheet

3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
SR 39/Paul Buckman Hwy.	FDOT Arterial - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

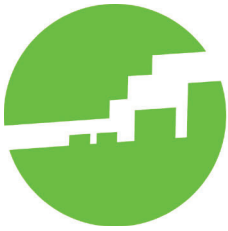
Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	10	1	1
Proposed	200	14	24
Difference (+/-)	+190	+13	+23

Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	Vehicular	Meets LDC
South		None	None	Meets LDC
East	X	Pedestrian & Vehicular	None	Meets LDC
West		None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

4.0 Additional Site Information & Agency Comments Summary

Transportation	Objections	Conditions Requested	Additional Information/Comments
<input type="checkbox"/> Design Exception/Adm. Variance Requested <input type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	



**Hillsborough County
City-County
Planning Commission**

Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 – 272 – 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: December 15, 2025 Report Prepared: December 4, 2025	Case Number: PD 25-1245 Folio(s): 79880.0000 & 89035.0100 General Location: South of County Line Road and west of Paul Buchman Highway
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Agricultural/Mining-1/10 (1 du/10 ga; 0.25 FAR) & Agricultural/Rural-1/5 (1 du/5 ga; 0.25 FAR) *Pending HC/CPA 25-24 to Light Industrial (0du/ga; 0.75 FAR)
Service Area	Rural
Community Plan(s)	None
Rezoning Request	Planned Development (PD) to allow open storage, specifically for RVs, boats, trucks and equipment with an associated office
Parcel Size	9.59 ± acres
Street Functional Classification	County Line Road – County Arterial Paul Buchman Highway – Local
Commercial Locational Criteria	N/A

Evacuation Area	None
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Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Light Industrial	A + AR	Single Family + Right of Way
North	Agricultural/Mining-1/10 + Light Industrial	AR + PD	Single Family + Heavy Industrial + Vacant Land
South	Agricultural/Mining-1/10 + Agricultural/Rural-1/5 + Natural Preservation	A + AR + AS-0.4	Agriculture + Single Family + Public/Quasi-Public/Institutions
East	Agricultural/Rural-1/5 + Heavy Industrial	CN + AR + M	Light Commercial + Right of Way + Heavy Industrial
West	Agricultural/Mining-1/10 + Agricultural/Mining-1/20	A + AM	Agriculture + Single Family

Staff Analysis of Goals, Objectives and Policies:

The 9.59 ± acre subject site is located south of County Line Road and west of Paul Buchman Highway. The subject property is in the Rural Area and is not within the limits of any community plan. The applicant is requesting a Planned Development (PD) to allow open storage, specifically for RVs, boats, trucks and equipment with an associated office. According to the revised request, which was uploaded into Optix on October 9, 2025, the remaining portion of folio 79880.0000 will be used for stormwater and/or passive agriculture.

The subject site is currently located in the Agricultural/Mining-1/10 (A-1/10) and Agricultural/Rural-1/5 (AR-1/5) Future Land Use (FLU) Categories. There is a pending Comprehensive Plan Map Amendment to the Future Land Use to Light Industrial (LI). This request for a Planned Development is considered concurrent and dependent on the approval of HC/CPA 25-24. On October 13, 2025, the Planning Commission recommended approval of amendment HC/CPA 25-24. As they are running concurrently, this rezoning and the proposed plan amendment will appear on the same Board of County Commissioners public hearing agenda.

The Agricultural/Mining-1/10 Future Land Use category can be considered for a maximum density of 1 dwelling unit per 10 gross acres while the Agricultural/Rural-1/5 Future Land Use designation category can be considered for a maximum density of 1 dwelling unit per 5 gross acres. Both categories can consider

a maximum intensity of 0.25 Floor Area Ratio (FAR). The analysis provided throughout this staff report is based on the pending LI Future Land Use designation approval.

The subject site is in the Urban Service Area where, according to Objective 1.1 of the Future Land Use Section (FLUS), 80 percent of the county's growth is to be directed. Policy 3.1.3 requires all new developments to be compatible with the surrounding area, noting that "compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development." The subject site currently consists of single-family residential uses and a right-of-way, with additional single-family uses located to the north, south, and farther west. Heavy industrial uses are present to the north and east across County Line Road, while agricultural uses dominate the land to the south and west. Public, quasi-public, and institutional uses are also situated to the south. Given the presence of heavy industrial uses in the immediate vicinity, the proposal is consistent with the intent of FLUS Objective 1.1 and FLUS Policy 3.1.3.

According to Objective 2.2, Future Land Use categories establish the maximum allowable intensity or density and define the range of permitted uses within each category. Table 2.2 further outlines the character and intent associated with each designation. If HC/CPA 25-24 is approved, the subject site would be located within the Light Industrial Future Land Use category, which allows a maximum FAR of 0.75. Residential uses are not permitted in this category, with the exception of limited accessory residential uses, such as on-site security quarters. LI allows for the consideration of agricultural, processing, manufacturing and assembly of materials including food products, storage of non-hazardous materials, warehouse/showrooms with retail sales (occupying no more than 20% of the principal use floor area), offices, research/corporate parks as the predominant and subordinate uses or services such as hotels, motels, restaurants, retail establishments and recreational facilities. Free standing neighborhood commercial uses are pursuant to locational criteria or 20% of the project's land area when part of a larger industrial/office park (greater than 300,000 square feet).

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUS Objective 4.1, FLUS Policy 4.1.1 and FLUS Policy 4.1.2). However, at the time of uploading this report, Transportation Division and Development Services staff comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

FLUS Objective 4.4 seeks to enhance and preserve existing neighborhoods and communities by encouraging development patterns that reflect the predominant character of their surroundings. In this case, the surrounding land use pattern consists primarily of agricultural, heavy industrial, and single-family residential uses. On the east side of Paul Buchman Highway is a long-standing phosphate plant owned and operated by the Mosaic Company, which has been in continuous operation for several decades. The facility is designated under the Heavy Industrial (HI) FLU category. FLUS Policy 4.4.1 further provides that any increases in density or intensity must be compatible with existing, proposed, or planned development in the area. It also states that development and redevelopment should be integrated with adjacent land uses through the creation of similar or complementary uses, mitigation of adverse impacts, improved transportation and pedestrian connections, and a gradual transition of intensity. In the revised request, the applicant seeks a variation to permit an 8-foot-tall opaque vinyl or wood fence—rather than the required 6-foot height—with 100% opacity along all property lines. The proposed 8-foot fence would function as a component of the Type "C" buffer for the subject property. Considering the increased fence height and the adjacent industrial uses to the north and south, the request is consistent with the intent of FLUS Objective 4.4 and FLUS Policy 4.4.1

Overall, staff finds that the proposed Planned Development is compatible with the existing development pattern found within the surrounding area. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives, and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

Based upon the above considerations and the following Goals, Objectives and Policies, Planning Commission staff finds the proposed Planned Development **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to the proposed conditions by the Development Services Department.

FUTURE LAND USE SECTION

Urban Service Area

Objective 1.1: *Hillsborough County shall pro-actively direct new growth into the urban service area with the goal that at least 80% of all population growth will occur within the USA during the planning horizon of this Plan. Within the Urban Service Area, Hillsborough County will not impede agriculture. Building permit activity and other similar measures will be used to evaluate this objective.*

Land Use Categories

Objective 2.2: *The Future Land Use Map (FLUM) shall identify Land Use Categories summarized in the table below, that establish permitted land uses and maximum densities and intensities.*

Policy 2.2.1: *The character of each land use category is defined by building type, residential density, functional use, and the physical composition of the land. The integration of these factors sets the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses which are not exhaustive, but are intended to be illustrative of the character of uses permitted within the land use designation. Not all of those potential uses are routinely acceptable anywhere within that land use category.*

Compatibility

Policy 3.1.3: *Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.*

Relationship to Land Development Regulations

Objective 4.1: *All existing and future land development regulations shall be made consistent with the Comprehensive Plan, and all development approvals shall be consistent with those development regulations as per the timeframe provided for within Chapter 163, Florida Statutes. Whenever feasible and*

consistent with Comprehensive Plan policies, land development regulations shall be designed to provide flexible, alternative solutions to problems.

Policy 4.1.1: *Each land use plan category shall have a set of zoning districts that may be permitted within that land use plan category, and development shall not be approved for zoning that is inconsistent with the plan.*

Policy 4.1.2: *Developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County, the state of Florida and the federal government unless such requirements have been previously waived by those governmental bodies.*

Neighborhood/Community Development

Objective 4.4: Neighborhood Protection – *The neighborhood is the functional unit of community development. There is a need to protect existing, neighborhoods and communities and those that will emerge in the future. To preserve, protect, and enhance neighborhoods and communities, all new development must conform to the following policies.*

Policy 4.4.1: *Development and redevelopment shall be integrated with the adjacent land uses through:*

- a) the creation of like uses; or*
- b) creation of complementary uses; or*
- c) mitigation of adverse impacts; and*
- d) transportation/pedestrian connections*

**HILLSBOROUGH COUNTY
FUTURE LAND USE
RZ - PD 25-1245**



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